COTTAM & Co.,
OUTFITTERS,
FOR
CHRISTY'S BATH GOWNS,
do. do. TOWELS,
BATHING DRESSES,
PYJAMAS.
KENT'S HAIR & TOOTH BRUSHES
SOAPS, PERFUMERY,
&c., &c., &c.

The Hongkong Telegraph.

"ODOL"
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

ESTABLISHED 1881.

NEW SERIES No. 457. 日四廿月八年二十二緒光 WEDNESDAY, SEPTEMBER 30, 1896. 三拜禮 號十三月九英港香 THIRTY DOLLARS PER ANNUM.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$10,000,000
RESERVE FUND$ 6,000,000
RESERVE LIABILITY OF PROP'TORS...$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving, | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 15th August, 1896. [31

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | ChowTung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.
Hongkong, 15th May, 1896. [321

Insurances.

THE STANDARD
Is one of the LARGEST and BEST KNOWN of the BRITISH LIFE OFFICES.
FUNDS exceed EIGHT MILLIONS STERLING.
ANNUAL REVENUE OVER ONE MILLION STERLING.
For Forms of Proposal and every information.
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1896. [464

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have This Day been appointed AGENTS, and are prepared to accept RISKS at CURRENT RATES.
HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1896. [742

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL£2,000,000
TOTAL FUNDS AND SECURITY.....£2,480,053
NET ANNUAL FIRE PREMIA.....£ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [1373

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [34

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUM, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1887. [1374

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1896. [247

NOTICE.

I HAVE This Day commenced Business as a GENERAL COMMISSION AGENT.
W. SHEWAN.
Hongkong, 20th July, 1896. [1149

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	*Manila*	R. L. Haddock, R.N.R.,	D'light, 1st Oct.	Freight or Passage. (Passing through the Inland Sea.)
LONDON, *via* MARSEILLES.	*Canton*	A. G. Cubitt, R.N.R.	About 3rd Oct.	Freight or Passage.
SHANGHAI	*Mirzapore*	J. R. Landon, R.N.R.	About 3rd Oct.	Freight or Passage.
LONDON, &c.	*Rohilla*	F. J. Cole.	Noon, 8th Oct.	See Special Advertisement.
JAPAN	*Verona*	C. H. S. Tocque, R.N.R.	Noon, 9th Oct.	Freight or Passage. (Passing through the Inland Sea.)
LONDON	*Java*	J. Chellew, R.N.R.	About 15th Oct.	Freight or Passage.
SYDNEY, &c.	*Malacca*	G. C. Henning, R.N.R.	About 16th Oct.	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 30th September, 1896. [431

MONTHLY RATES FOR MEALS AT H.K. HOTEL.

BREAKFAST	$12.00
TIFFIN	15.00
DINNER	20.00
ALL 3 MEALS	42.50

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints$35 per case.
do 1 " quarts$33 "

SHEWAN & Co.,
Agents.
Hongkong, 25th June, 1896. [803

THE HONGKONG BUTCHERY.

VEAL SAUSAGES.

25 CENTS PER POUND.

J. TATAM,
PROPRIETOR.
Hongkong, 1st September, 1896. [40

AQUARIUS

ESTD. 1864.

TELEPHONE—75.

SOLE AGENTS:—

CALDBECK, MACGREGOR & Co.
WINE and SPIRIT MERCHANTS.
15, Queen's Road.
Hongkong, 26th September, 1896. 39

W. POWELL & CO.

SEASONABLE SPECIALITIES.

CRICKET BATS.	FOOT BALLS.
WICKETS.	FOOT BALL SHOE SPIKES.
CRICKET BALLS.	FOOT BALL INFLATORS.
TENNIS BATS.	FOOT BALL BLADDERS.
TENNIS BALLS.	RUNNING SPIKES.
TENNIS SHOES.	DUMB BELLS.
LADY'S GOLF SETS.	BOXING GLOVES.
GOLF BALLS.	ROLLER SKATES.
LAWN BOWLS.	ROLLER SKATE FITTINGS.

Hongkong, 26th September, 1896. [1004

BELDAM'S PATENT
COMPOUND METALLIC ELASTIC ENGINE PACKING.

THE BEST OF ALL PACKINGS.
REDUCES FRICTION TO A MINIMUM.
RESISTS ALL TEMPERATURES.

SHIPS' STORES OF ALL KINDS.
BEST QUALITY, CHEAPEST PRICES.
SHIPS UPHOLSTERY A SPECIALITY.

LANE, CRAWFORD & CO.
Hongkong, 24th September, 1896. [977

Intimations.

GEIPEL'S PATENT STEAM TRAPS

ARE BEING FITTED TO ALL NEW STEAMERS.

THE LATEST INVENTION FOR SAVING STEAM.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

SOLE AGENTS.
Hongkong, 22nd September, 1896. [30

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES, Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT.....THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.
1030]



TRADE MARK.
Hong Names:—
YUEN WO.

GANDE PRICE & CO.,
HAVE THE LARGEST EXPERIENCE AND GIVE THE BEST VALUES.

NOTE.—WE ARE SOLELY WINE AND SPIRIT MERCHANTS.

TELEPHONE, No. 135.
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 30th September, 1896. [420

MOUNT AUSTIN HOTEL.

On SATURDAY, THE 3RD OCTOBER.
By kind permission of Major RETALLICK and OFFICERS,
THE BAND OF THE HONGKONG REGIMENT
will play during Dinner and afterwards in the Hotel Grounds.

THE TABLE D'HOTE DINNER
IS SERVED IN THE GRAND DINING ROOM,
AT 8.00 P.M.

Arrangements can be made for DINNER PARTIES in Private Rooms. Tables or Seats can be reserved for the Table d'Hote and Wines Iced to order.

MOUNT AUSTIN HOTEL.
Hongkong, 29th September, 1896. [28

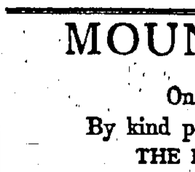
W. BREWER & CO.

LETTS' DIARIES, 1897.

NEW BOOKS AND NEW EDITIONS.

THE HEART OF THE WORLD, BY RIDER HAGGARD	$ 1.20	PAASCH'S FROM KEEL TO TRUCK	$13.50
The Soul of Lilith, by Marie Corelli	1.20	Cassell's Science for All, 5 vols.	15.00
Cameos, by Marie Corelli	1.20	Chambers Encyclopedia, 10 vols.	45.00
The Far East, by Henry Norman	10.50	American Cyclopedia of Commerce, 2 vols.	10.00
Principles of Common Law, by Indermaur	10.00	History Latin Literature, by Simcox, 2 vols.	10.00
Every Man his own Lawyer	3.50	Forbes' Hindustani Dictionary (Romanized)	18.00

A RISING YOUNG MAN ALWAYS DRINKS



RAINIER BEER.

IF YOU WISH TO RISE ABOVE STRONG DRINKS TRY IT AND YOU WILL BE HAPPY IN THIS WORLD.

"THE RISING YOUNG MAN."
F. BISHOP,
Acting Manager,
Hongkong, 11th September, 1896.

SEATTLE BREWING AND MALTING Co.,
HONGKONG BRANCH,
ICE HOUSE LANE.
[1376

THE PHARMACY.

TANSAN, TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.
605]

Intimations.

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

NOISELESS. SMOKELESS.



SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
47] NO PROFESSIONAL ENGINEER REQUIRED.

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE." EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. | L. DEWETTE, Manager, TOKYO. [156

Intimation.

W. BOFFEY & Co.,

TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of Woollens to suit the Present and Coming Season,

Consisting of:—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896. [1471

THE YOKOHAMA SPECIE BANK LIMITED.

(Incorporated in Japan under the authority of an Imperial Ordinance No. 29 dated the 6th day of the 7th Month of the 20th Year of Meiji.)

SUBSCRIBED CAPITAL.....Yen 12 000,000
PAID-UP CAPITAL " 5,250,000
RESERVE FUND " 5,010,000

Head Office:—
YOKOHAMA, JAPAN.

Branches and Agencies:—
KOBE, LONDON, NEW YORK, LYONS, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI.

London Branch:—
120, Bishopsgate Street, within.

London Bankers:—
The Union Bank of London, Ltd., The London Joint Stock Bank, Ltd., The Parr's Banking Co. and the Alliance Bank, Ltd.

Shanghai Agency:—
No. 21, THE BUND.

Hongkong Agency:—
No. 6, PRAYA CENTRAL and ICE HOUSE STREET.

DRAFTS granted on all the Principal Places in Japan and China, and on the Principal Commercial Centres in Europe, India and America, and every description of Exchange Business Transacted.

NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896.

NOTICE.

UNDER the Authority of the Directors and with the Sanction of the Japanese Minister of State for Finance, I have This Day OPENED an AGENCY of the above Bank at No. 6, PRAYA CENTRAL and ICE HOUSE STREET, Victoria, Hongkong.

NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896. [1481

To-day's Advertisements.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA,"

FROM LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Madras, *ex* S.S. *Secundra*.

Optional goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 6th October at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 30th September, 1896. [1431

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 30th September, 1896. [1

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain W. Waddilove, will be despatched as above on FRIDAY, the 2nd October, at 5 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 30th September, 1896. [1530

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Company's Chartered Steamship

"OSBORNE,"

Captain P. Rettie, will be despatched for the above Port on MONDAY, the 5th October, at 3 P.M.

For Freight, apply to
NIPPON YUSEN KAISHA.

Hongkong, 30th September, 1896. [1535

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for Ningpo, Chefoo, Newchwang, Tientsin, Hankow and Ports on the Yangtsze.)

THE Company's Steamship

"TEUCER,"

Captain Riley, will be despatched as above TO-MORROW, the 1st October, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th September, 1896. [1522

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO AND SHANGHAI.

THE Company's Steamship

"WHAMPOA,"

Captain Andersen, will be despatched as above TO-MORROW, the 1st October, at 2 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th September, 1896. [1510

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Bathurst, will be despatched for the above Ports on FRIDAY, the 2nd October, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 30th September, 1896. [1529

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND NEWCHWANG.

THE Company's Steamship

"TAMSUI,"

Captain Vaughan, will be despatched as above on FRIDAY, the 2nd October, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th September, 1896. [1528

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched as above on FRIDAY, the 2nd October, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th September, 1896. [1478

FOR SINGAPORE.

THE Steamship

"TRITOS,"

Captain W. A. Linse, will be despatched for the above Port on SATURDAY, the 3rd October, at Noon.

For Freight or Passage, apply to
SIEMSSEN & Co.
Agents.

Hongkong, 30th September 1896. [1532

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"KAISOW,"

E. Warrall, Commander, will be despatched as above on or about the 15th October.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 30th September, 1896. [1527

TO LET.

DWELLING HOUSES:—
Nos. 2, 3 & 4, RIPON TERRACE.
GODOWNS in Blue Buildings.
"LA HACIENDA" at the Peak—FURNISHED—from 1st October.
No. 2, HILLSIDE, at the Peak—FURNISHED.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 30th September 1896. 7

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s Waters are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [427

Intimations.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at Moderate Prices.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The Scotch Whiskey marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896. [1

MARRIAGE.

On the 21st inst., at the Cathedral of the Good Shepherd, Singapore, by the Right Rev. Bishop Bourdon, assisted by the Rev. Canon Deloustte, Clement Leopold Es-Chasseriau to Marie Claire (Lily) de Facieu, daughter of the late Henri de Facieu.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 30, 1896.

NOTES AND COMMENTS.

We congratulate the worthy Acting Police Magistrate on his common sense decision in the great Stone Breaking Case yesterday, the gist of which we gave in a paragraph at the time and publish more fully in this issue. Stone cutting in the city is an intolerable nuisance and there is nothing to justify its continuance. The stones can and ought to be both rough and fine dressed at the quarries and no further work should be done on them in the streets and in the neighbourhood of houses than is absolutely unavoidable to fit them into their places. The stone does not become brittle by being dressed. It requires more careful handling in the carriage, it is true, and may be a little more expensive laid down than stone carried rough from the quarry and shaped and surfaced on the spot where it is to be used. But it is no justification for the creation of a nuisance that it saves the creator of that nuisance a little expense or a little trouble. It is much cheaper to pack and unpack your goods on the pavement than in a godown for which rent has to be paid; but that it saves you money, my good friend, is no reason why the public using the street should be compelled to walk in the gutter. It is very expensive for the Government to have to build new and improved quarters for the gardeners, as is now being done, but that was no reason for the existence and continuance of the old and hopelessly insanitary hovels in which they have been housed up to date. The Sanitary Board and the Public Works Department are very vicious—there is no more suitable word—in their enforcement against private individuals of all police regulations and sanitary rules about nuisances, but they seem to think that Government servants and Government departments and contractors working for their departments are outside of all law and are free to do as they please. It is a positive fact that if, in connection with any private building in the Colony, an attempt had been made to dress the stone on the ground, the P.W.D. would at once have been down on the offender and would have prosecuted, probably without even the formality of a previous notice, yet the Government contractor was encouraged in this case to do all the work of preparing his stone, not within the police enclosure but in the public street, and a Government officer, of course under the directions of his Chief, comes forward to support him because he is doing Government work. Captain Hastings ought to have told Mr. Tooker plainly that the law applies equally to Government officers and Government contractors as to any one else, and, furthermore, that it is no less a nuisance to chip stone on the sacred soil of the gaol enclosure than on the public road outside, if the noise is as great in the one place as in the other and as great an inconvenience to the neighbours. We congratulate Mr. Rose and Mr. Morris on their action in bringing the case to a settlement and in not allowing themselves to be "beaten off" by the Magistrate's first decision. They deserve the thanks of the community. It is a pity we have not a few more gentlemen like them, who will insist upon their rights even against the Government and at some little inconvenience or expense to themselves. A very few more cases such as those against the Sanitary Board and as this case against an employé of the Government would go far towards curbing the insolence—for it is nothing else—of the average Government official and teaching him that he is the servant of the public, not its master.

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The *Kokumin-no-Tomo* attributes the fall of the late Japanese Ministry to the maladministration of the national finances, and claims that it is, in the manner in which it has been brought about and in its incidents, a decided step on the road towards Constitutional Government in Japan, that is, government by party where the Ministers in office represent the opinions for the time being of the dominant party in the popular assembly. It is probable that the financial question has had a great deal to do with the change in the Government. It may be that the Bills passed by the Diet in their last session and the additional taxes then imposed will not suffice to provide money sufficient for the needs of the country, and that they have been based on calculations that have now turned out to be erroneous. The Finance Minister was as a fact the first of the Ministers to resign, and his resignation seems to have in the end entailed the resignation of the others; but it seems to us too early yet to say that the fresh sources of revenue opened up by recent legislation in Japan will prove insufficient, and that it is not possible in the Budget for next year to make both ends meet. The Japanese Revenue is elastic. We are willing, however, to accept the statement of the *Kokumin* and of the party it represents that the difficulties connected with the management of the finances and the inability of the Ministry to find a man to fill the very responsible position of Finance Minister has led to the disruption of the Cabinet. But we do not see that the resignation has been in any way brought about by causes which in England would be looked upon as, in any way, illustrating the working of our constitutional forms of government. It has not been the result of any direct vote of the Diet, nor has it been brought about by the action of any parliamentary opposition which had succeeded in carrying a vote of want of confidence.—In the last session of the Diet the Ministry were successful on all points, carried all their measures, and defeated the efforts of their opponents to obtain a direct vote of censure on their foreign policy. There has been no manifestation of any great change in the political opinions of the electors since then, no agitation with a view to place in office the recognised representatives of any great section of the community. It seems to us that the resignation of Count Ito has resulted from purely personal considerations and from the recognised difficulty of making one change in a Cabinet without necessitating others. A statesman goes out of office; he has friends who are unwilling to remain in the Cabinet without him. It is desired to strengthen the Ministry by the addition of one powerful statesman. He is unwilling to come in unless one or more of his friends and supporters is admitted also. Each of these changes renders some other movement if not necessary at least desirable. We can see no gain to the cause of constitutional Government—government by the people, by party—in the recent dissolution of one Cabinet and the formation of another. It has been a mere shifting of places among the group of men who, so long as they live, will control the destinies of Japan, and who for their services to her in the past have the best right to do so.

TELEGRAMS.

REUTER'S MESSAGES.

GREAT BRITAIN AND RUSSIA.

LONDON, September 28th.

The St. Petersburg *Bourse Gazette* and the *Novosti* are in favour of a political *entente* between Great Britain and Russia.

THE SOUDAN EXPEDITION.

More Shaiks, including relatives of the Mahdi, are making their submission to General Sir H. H. Kitchener, who has gone southward to inspect the vicinity of Debbeh Merawi.

THE MATABELE REVOLT.

The total of British killed in the Matabele rising is 252, including 138 murdered; 92 were wounded.

(From *Japan Mail.*)

KOREA.

BAKAN, September 22nd.

Mr. Ozaki Saburo, who went to Korea to push forward the application for the Seoul-Fusan Railway, arrived here to-day. He says that he has lost hope of obtaining the concession.

LOCAL AND GENERAL.

H.M.S. *Rainbow* will leave for Singapore about the 15th proximo.

Commencing to-morrow (1st October), the hour of departure of the "night-boats" for Canton will be 5.30, instead of 6 p.m.

The Russian troopship *Ekaterinoslavl*, from Odessa, left Nagasaki for Vladivostock on the 20th instant. She had 1,800 troops on board.

In one of his recent letters on the Armenian Question Mr. Gladstone deplores the fact that Europe is "insensible to the infamy of the assassin on the Ottoman throne."

"Old Subscriber:" Yes, the *nom de plume* of the writer of the "Stray Notes" published in yesterday's *Telegraph* was inadvertently omitted. In future they will appear at least once a week over the signature "Lynx."

Visitors to Macao complain greatly of the intense heat experienced there during the last few days. The temperature has not been abnormally high, but the absence of wind has rendered it most oppressive.

H.M.S. *Swift* is now in dock at Nagasaki, having broken a crank shaft while in northern waters. It is believed the accident was caused by the *Swift's* propeller striking a whale. Happily the whale didn't strike the diminutive *Swift*.

The Cricket Club coolies were busily practising bowling yesterday. These men certainly afford our local batsmen excellent practice, but their delivery is more akin to throwing than bowling. The ground is now in splendid condition, so a capital pitch may be looked for at the opening match of the season.

It is a pity that the Hongkong ladies do not add archery to their limited list of amusements. It is not so fatiguing as tennis or golf and could be practised quite safely in the Happy Valley. We feel confident that an Archery Club, once established, would speedily become one of our most popular institutions.

As it is expected that all the infantry Volunteers, numbering 175,000, will be armed with the Lee-Metford magazine rifle by the end of next March, instructions have been given by the War Office for all demands for ammunition for the next year to be for that of the 303 pattern. When is the Hongkong Corps to have the new rifle?

The transport which leaves Portsmouth about October 2nd for Gibraltar afterwards executes a round of troop service, conveying the 1st Battalion West Yorkshire Regiment (14) from Gibraltar to Hongkong, the 1st Battalion Rifle Brigade from Hongkong to Singapore, and the 2nd Battalion Northumberland Fusiliers (5th) from Singapore to England.

Mr. Joseph Chamberlain, the Secretary for the Colonies, is reported by an interviewer of a New York paper to have stated that Great Britain's Monroe doctrine consists in the declaration of "Hands off" in South Africa. The right hon. gentleman is further credited with the declaration that a court of arbitration was at present impossible, though the establishment of a tribunal of conciliation for settling international disputes might be practicable.

"Home Chat" is certainly nothing if not original. In the issue of August 22nd is an article on "How to deal with Albino Children" and another on "How to love your Husband." We were under the impression that husbands generally are loved (more or less), at least our sentimentalist says so, while albino children are so scarce as compared with black children that an article on the cure of Melanism would be quite as useful.

The following is a clipping from the "Hongkong Notes" published in a recent issue of the *Straits Maritime Journal*:—Circulars are out reminding the members of the Institution of Engineers and Shipbuilders that the second Gillies medal will be open for competition this year. The trophy is a valuable one and well worth an effort to obtain; the intrinsic worth is fully £10, and the design chaste and beautiful. The die is said to have cost at least £30.

On the 3rd instant the Byron Society (London)—a society formed in commemoration of Lord Byron's work for the emancipation of Greece and to promote the further emancipation of Christians under Moslem rule—was organising a national protest in London against Turkish rule, the object being to convince the Marquis of Salisbury that he will have the unanimous support of the British people in any effective action he may take towards ending the present reign of terror in Turkey.

Writing in the *Revue de Paris*, M. Schrader evidently believes, as did the late Barthelemy Saint-Hilaire, that the Yellow Races—for he declines to see any substantial difference between the Japanese and Chinese—will soon become a very serious danger to the Old World. He deplores the ignorance with which Europe discusses the problems of the Far East, and points out that the average European has quite as many foolish notions about China and the Chinese as has John Chinaman about Europe and the Europeans. The strength of China, he declares, lies in her immutability; and quoting the well-known authority, Richthosen, he adds, "It would be easier to bind the ocean with chains than to act on the Chinese nation." Further, he says that China will never be touched by any European missionary system, for the Chinaman is thoroughly satisfied with everything in his own country and, above all, with his curious rarefied form of religion; and he is not even swayed by curiosity as to what goes on outside his own yellow world. On the contrary, he has a profound contempt for everything "foreign."

The question of a further reduction in interest paid on fixed deposits has been under discussion with the banks during the week, says the Melbourne *Age* of August 29th. Three of the institutions are desirous of making the rate 3½ per cent. on deposits for 12 months and over, and it is possible that this proposal will be generally adopted, owing to the difficulty experienced in providing profitable employment for money at the present juncture.

To-morrow afternoon the Prince of Wales's *Persimmon* (winner of the Derby and Leger) will meet Mr. Leopold de Rothschild's 'crack' *St. Frusquin*, the Duke of Westminster's *Labrador* and *Regret*, Mr. J. H. Houldsworth's *Laveno*, the Duke of Portland's *Troon*, Lord Rosebery's *Sir Visto* and possibly one or two more of the speedy candidates entered for the Jockey Club Stakes of £10,000. *St. Frusquin* appears to have been heavily backed at home for this event, it being thought that he can stay the distance better than *Persimmon*, who will be penalised 12 pounds.

A Blue Book has been issued giving statistical tables showing the progress of British trade and production from 1854 to 1895. During that period the population of England and Wales increased from eighteen millions to thirty, and that of Scotland from three to four millions, while that of Ireland decreased from six to four millions. The value of the imports increased from 152 millions to 417 millions, and of exports from ninety-seven millions to 226 millions. The highest total of imports was in 1891, when the amount was 435 millions, and the highest of exports in 1890, when it was 263 millions.

The United States surveying vessel *Albatross*, Capt. J. F. Moser, arrived at Yokohama on the 22nd instant. She has, according to the *Japan Mail*, been carrying on investigations at the sealing grounds of the North Pacific Ocean into the effects of the seal-hunting of the last few years. It would appear that if the present pelagic operations of the numerous sealers who now sail from Yokohama and other places are not radically altered the seals of the North Pacific will soon be entirely exterminated. The *Albatross* is splendidly fitted up for the purposes of scientific exploration of the ways, homes, and natures of the denizens of the deep. Her collection of North Pacific zoophytes is especially noteworthy and complete.

Mr. A. Michie, formerly *Times* correspondent in China, contributes to the *Nineteenth Century* what may be described as a Character Sketch of Li Hung-chang, of whom he has a high opinion. He says:—It has been the unique merit of Li Hung-chang to take a common-sense view of things, to meet complaints half way, to receive suggestions with courtesy, and to set an example of conciliatory demeanour towards foreigners; in a word, to form in his own person a workable joint between the petrified ideas of Chinese polity and the requirements of modern Christendom. He has made himself accessible not only to foreign representatives, but to foreigners of every grade who could show a plausible pretext for occupying his time. His toleration of irrelevant visitors has indeed been remarkable, but it was his only means of studying mankind and of learning something about foreign countries, which fate seemed to veto his ever visiting. Though his conversation was sometimes rough, his etiquette was always respectful; and when there was no serious business on hand, he would ply his visitors with Socratic interrogatories which afforded him amusement and gave them a high sense of their own importance.

With reference to the announcement that it is the intention of the P. & O. Company to construct new docks alongside the Thames, the Exchange Telegraph Company states that this is not the case. What the company contemplate is the construction of a complete system of wharves and warehouses. For this purpose a large tract of land in St. Clement's Reach, some distance higher up the river than the Tilbury Docks, has been acquired. The scheme is one which has engaged the attention of Sir Thomas Sutherland and his co-directors for a considerable time past, and the action of the joint committee of the dock companies has undoubtedly accentuated the desire on the part of the company to bring it to a successful issue. They admit that the initial cost will be heavy, but their contention is that the sum annually paid to the dock companies will be saved and will fully recoup them for the outlay. At all events, the land, which will have a river frontage of over 4,000 ft., has been purchased, the site has been thoroughly inspected, and all the preliminary arrangements have been completed for putting the plans into execution. The new proposal of the dock companies with regard to wharfage fees comes into operation in October, and as the P. and O., in conjunction with other shipping companies, resent the fresh imposts, there is a fixed determination on their part to be independent of the present docks as soon as possible.—*Daily Graphic.*

MEMORANDA.

To-morrow,—1st October.

Interim Dividend Warrants of the China Mutual S. N. Co. ready to-day.

Daylight.—*Victoria* leaves for Victoria, B.C., and Tacoma, *via* usual ports of call.

Noon.—Meeting of the Singapore Insurance Company, at Singapore.

2 p.m.—The race for the Jockey Club Stakes, at Newmarket.

9 p.m.—Meeting of Zetland Lodge.

Friday,—2nd October.

4.30 p.m.—Extraordinary general meeting of members of the Hongkong Jockey Club at the City Hall.

5 p.m.—The annual general meeting of the Hongkong Jockey Club at the City Hall.

5 p.m.—Entries for Gymkhana meeting close to the Hon. Secretary, at the Hongkong Club.

Sunday,—4th October.

Canadian and Tacoma mails due.

AT noon to-day there was a tragedy in a ricksha builder's shop at 68 and 70, Queen's Road East. One of the builders, a man named Lam Hung, quarrelled with a *fokt* and then struck him with his fist. The blow was such a heavy one that the *fokt* dropped down dead. Inspector Mann and a number of detectives are now searching for Lam Hung, who has disappeared.

THE German cruiser *Falke*, a sister ship to the *Bussard*, arrived in Port Jackson, Sydney, on the 6th instant. The *Falke* previously visited Sydney some five months ago. During the interim she has been stationed at Samoa. She proceeded direct from Apia to Auckland. After a short stay at New Zealand she left for Sydney. The early part of the trip from New Zealand was marked by exceptionally rough weather, in the shape of a violent gale and high sea, during which the vessel's speed was reduced to three knots per hour, and she had a very lively time while the gale lasted. On arrival at Sydney the vessel proceeded direct to Mort's Dock, where she is to undergo an extensive overhaul to hull and machinery. The *Falke* is expected to leave Sydney about the 5th October, and will visit German New Guinea, the Solomon and Marshall Groups, subsequently returning to headquarters at Apia, Samoa. The cruiser is commanded by Captain Krieg, and the other officers are Lieutenants Nieten, T. Rodich, Kinet, and Stewart, Surgeon-Doctor Wogke, Engineer Dahl, and Paymaster Kruse.

IN the early part of this month the German newspapers in commenting on the recent indiscriminate slaughter of Armenians by heartless and blood-thirsty Turks stated that "any recurrence of the massacres would endanger the Turkish dynasty, as the inaction of the Turkish military and police indicates the complicity of the Sultan." Of course the general public thought this was a terrible threat and that it indicated that the German Government was then in possession of important evidence against the Sultan, showing that he was largely to blame for the massacres. As a matter of fact, however, this is by no means the first time that one or more of the Great Powers have had in their possession evidence that would justify the deposition of the Sultan of Turkey; but—and it is a big but—it hasn't suited any one or any combination of the Powers to take steps to depose the so-called Ruler of Turkey. Moreover, it should be pretty well known that were the present Sultan deposed to-morrow it would not have much effect on the system of government, which is rotten to the core and is probably a system which Russia and France do not wish to have changed for the better for some time to come.

DEPLORABLE BOATING FATALITY.

CAPTAIN LANG, R.N., AND THREE SEAMEN DROWNED.

Her Majesty's cruiser *Ratalow*, which arrived here from the north yesterday afternoon, brought tidings of one of the most deplorable boating fatalities that it has been our unpleasant duty to record in recent times. Our local contemporaries have published brief reports of this sad affair, but we have reason to think the version of it that we are now in a position to publish will be found the most correct.

It appears that Captain Lang, of H. M. S. *Narcissus*, and two other officers went up the Fish River (Grosse Vitcha) which empties itself into Barracouta Bay, Gulf of Tartary, fishing. While up river a north-easterly gale sprang up and he endeavoured to get back to the *Narcissus* as speedily as possible. The Bay being exposed to the north east a nasty sea soon got up and caused a very heavy sea on the bar of the river. In endeavouring to cross the bar Captain Lang's boat capsized. As soon as Captain Lang's boat was seen to be making the best of its way back to the ship a cutter was manned and sent to his assistance. The cutter was in charge of the First Lieutenant, Mr. Gaunt, who with great pluck and excellent judgment worked his boat into the breakers and succeeded in saving two of the officers who accompanied Captain Lang, namely, Captain Mercer, R.M.L.I., and a midshipman (whose name we have not yet been able to find out), as well as four of the ill-fated boat's crew. By this time Captain Lang and the other three seamen were washed a good distance away from the capsized boat, which was continually turned over and over by the furious seas. When last seen by any of the occupants of his own boat, Captain Lang had hold of an oar, with which he was supporting himself, but he soon disappeared, and although every effort was made to render assistance to him and the three men who were washed away with him, the search had to be abandoned and neither his body nor that of one of the unfortunate seamen has been found, the bodies of two of the seamen only have been recovered and buried with full naval honours.

The *Daily Press* states that a cutter in going from the shore to the rescue of Captain Lang was capsized; but this cutter, which had gone ashore some time previously with another pleasure party, must not be confounded with the one that Lieut. Gaunt handled with such excellent judgment, as above stated.

Captain R. K. McAlpine has been appointed to the *Narcissus*, *vice* Captain Lang, deceased; and the navigating officer of the *Narcissus*, Lieut. Youel, has been transferred to the *Swift*.

SANITARY BOARD.

A special meeting of the Sanitary Board was held this afternoon. Mr. F. A. Cooper (Director of Public Works) presided, and there were also present Dr. F. H. Clarke (Medical Officer of Health), the Captain Superintendent of Police, Mr. N. J. Ede, and Mr. Hugh McCallum (Secretary).

MINUTES.

The minutes of the last meeting were read and confirmed.

ILLNESS OF DR. AYRES.

The President regretted to announce that Dr. Ayres was unable to attend the meeting on account of illness.

CONSIDERATION OF BYE-LAWS.

The Board then considered and passed bye-laws relating to the sanitary maintenance of opium divans and also bye-laws made under sections 13 of Ordinance 15 of 1894.

THE REBELLION IN THE PHILIPPINES.

The steamer *Esmeralda*, which arrived here last night, brought over a few copies of the *Diario de Manila*, dated to 24th September, from which we obtain the following items of news concerning this greatly over-rated rebellion, which will, no doubt, be squashed as soon as reinforcements arrive from Spain in the course of the next few days:—

MANILA, September 19th.

The rebels attacked the village of Lian, in Batangas, near which is the estate of San Juan Bautista, Manager D. Arturo Malibran arrived here yesterday morning with his wife and daughter. All the people in the village fled and went to Malibran's house, where they were followed by about 200 rebels, armed with guns, one or two rifles, and spears. After some firing the rebels were beaten off. Malibran's Indians—the Indian hate the Mestizos—behaved well and stuck to him throughout. After leaving the house on the Hacienda the rebels sacked the houses in the village.

The Governor-General, by virtue of the powers invested in him, has suspended Sr. Don Francisco L. Roxas, Hon. Councillor of the Administration, and Enrique Pacheco, Government writer, for disloyalty.

MANILA, September 20th.

To-day's *Gazette* publishes three decrees depriving three native Government servants of their posts for being connected with the rebels.

The native troops in Tarlac (about half way up the Railway from Manila to Dagupan) are behaving splendidly. The country is in a bad state from floods, but their activity is wonderful and they are keeping the province in good order.

The volunteers have been armed with Winchesters. They are supposed to guard the river Pasig from the Puente de España up to Sta. Ana. They are under the orders of the Comandante-General and the Harbour Master.

MANILA, September 22nd.

Manila is making grand preparations to receive the troops from home, which are shortly expected by the *Catalufia*.

Arrests of rebels are matters of every day occurrence.

More troops and munitions are being sent from Spain to the Philippines.

MANILA, September 23rd.

The *Alcaldia* and the *Diario* call upon all loyal Spaniards to celebrate to-morrow the birthday of the Princess of Asturias as a sign of patriotism and adhesion to the Monarchy.

Two more victories of Spanish troops are reported by telegram from Cuba.

MANILA, September 24th.

The bandits in the Philippines are still robbing and murdering in every direction. They disperse whenever the police or soldiers appear.

Many persons are arrested on account of being marked by the rebels with a cross on the arm.

In Batangas the town of Tuy was attacked and set fire to by rebels; a handful of soldiers kept them at bay till reinforcements arrived from Manila.

A telegram dated Madrid, 19th September, reads as follows:—

2,200 soldiers of the Cazadores Regiment have sailed from Barcelona in the *Isla de Luzon*.

The Credit authorising whatever money is necessary to stamp out the rebellion in the Philippines has been signed.

THE REINFORCEMENTS.

SINGAPORE, September 22nd.

Whatever may be said as to the ability of the present forces in Manila to check the rebellion among the natives, reinforcements are to be poured into the island, according to the following arrangements. About the end of the month and the beginning of October steamers of the "Campania Transatlantica" will pass through Singapore in quick succession. On Saturday next, 26th inst., or Sunday morning, the *Catalina* will arrive in Singapore with a battalion of marine infantry. She will be followed by the *Montserrat*, a day or so later (Monday or Tuesday) with a battalion of sappers and miners. About October 6th there will come the *Antonio Lopez*, with another battalion of marine infantry and five hundred artillery; and about the same date the *Isla de Luzon* will bring a couple of battalions of sappers. Besides this, the naval forces will be augmented by the two cruisers *Isla de Luzon* and *Isla de Cuba*, both of which vessels will be here shortly.

THE STATE OF AFFAIRS IN MANILA.

On the 23rd instant the Singapore *Free Press* published the following, which it asserts is gleaned from a private letter:—

We have been living in a state of terror for the past fortnight. There has been a rebellion among the natives here against the Spanish Government and the priests. Fortunately for everybody the plot was discovered before the plotters had time to get properly armed or I guess it would have been a bad job for us. There has been some hard fighting and a great many people have been killed. Hundreds of the rebels have been arrested, among them some very well known and rich men. Many of them have been shot at the Limuta and Cavite, and in the public squares. Eight thousand of them are in possession of a fort called Imus about four miles inland from Cavite, but the troops are slowly surrounding them and none of them can escape. I think the worst of it is over now, and there is little danger unless the native troops turn. All our street was completely deserted, but we, like Britons, stuck to our fort.

THE ALLEGED CHIEF.

The *Times of Ceylon* notes the arrival at Colombo of Dr. Rizal, said to be the leader of the Philippine insurgents. Dr. Rizal was proceeding to Spain in custody on board the steamer *Isla De Panay* to stand trial there. The *Times of Ceylon* describes Dr. Rizal as from 30 to 32 years of age. It is further stated that, when the ship reached Colombo, a telegraphic message was awaiting the Captain ordering him to be specially vigilant in watching Dr. Rizal, and seeing that he did not escape. The man was, however, allowed full liberty on board, and was there seen by several Colombo residents. He is a Spaniard by descent, but a Philippner by birth, and he speaks English well. Those who conversed with him ascertained that he had been induced to go on board by the Philippine authorities under the impression that in Spain the Spanish Government intended giving him a lucrative appointment in Cuba. That was his story, and it was partly borne out by the fact that he was not attended on board by any military or other escort when he left the Philippines. However, the officers of the ship declared him to be a rebel and a man likely to be sadly disappointed once he reached Spain, and they also stated that there were other rebels following by another ship to also stand their trial at home. The *Isla de Panay* left Colombo on the 14th instant for Europe.

A GOVERNMENT PROCLAMATION.

The Straits *Government Gazette* of 12th September contains the following proclamation by the Governor *re* the rebellion in the Philippines:—

Whereas peace and amity subsist between Her Most Gracious Majesty the Queen and His Most Catholic Majesty the King of Spain, And whereas certain of the subjects of the said King of Spain in a certain part of His dominions called the Philippine Islands have revolted against His authority, and hostilities are in progress between His said Most Catholic Majesty and the said revolted subjects: And whereas Her Majesty the Queen is desirous that no naval or military expedition should be fitted out within Her dominions to proceed against His said most Catholic Majesty's dominions in the Philippine Islands or elsewhere: Now, therefore, I, Sir Charles Bullen Hugh Mitchell, do hereby warn and strictly enjoin all persons within this Colony in no wise to prepare or fit out, or be engaged or assist in preparing or fitting out, or to be employed in any capacity in any naval or military expedition to proceed against the dominions of His said Most Catholic Majesty in the Philippines Islands or elsewhere under pain of the penalties prescribed against all persons offending against the Foreign Enlistment Act 1870 and all other Statutes and Ordinances in such case made and provided.

Another proclamation of the same date notifies that the exportation of arms, ammunition, gunpowder, and military and naval stores from any port or place in the colony to the Philippine Islands is prohibited for a period of three months from the 12th September, 1896.

THE MANNING OF THE NAVY.

LETTER FROM MR. GOSCHEN.

The Secretary of the Liverpool Chamber of Commerce intimated at a meeting of the Council recently that the Prime Minister, the Earl of Rosebery, and the First Lord of the Admiralty had acknowledged receipt of copies of the resolution passed at a recent meeting held to hear an address by Lord C. Beresford on the manning of the Navy. The reply of the First Lord of the Admiralty was as follows:—"Admiralty, S. W., July 27th, 1896.—Sir,—I have to acknowledge the receipt of your letter of the 21st instant, embodying a strongly-worded resolution from the Incorporated Chamber of Commerce of Liverpool on the manning of the Navy. My naval colleagues and myself are certainly not less alive to the importance of this question than the Liverpool Chamber of Commerce, while it may be presumed that we have given the subject a more continuous and detailed examination. It was my duty to submit proposals as regards the *personnel* of the fleet to the House of Commons in March last, and to explain both our requirements and our means of meeting them. The House of Commons accepted my proposals after debate without a division, and nothing has occurred since to change the situation. Under these circumstances, while I recognise the patriotic desire of the Chamber of Commerce to secure a Navy strong in every respect, I have simply to state that it will be my duty when the next Naval Estimates come to be considered to propose such a number of men for the Navy and the Reserves as we judge to be rendered necessary by the expansion of the fleet, and it will rest with the House to decide whether they consider the measures proposed to them on the responsibility of the government sufficient or not. The Chamber of Commerce is doubtless aware that there has been a regular and continuous increase in the *personnel* of the fleet for some years past, but it may be worth while to state that the augmentation since 1889 has been 31,360, the numbers voted annually (exclusive of Reserves) having been:—1888-89, 62,400; 1889-90, 65,400; 1890-91, 68,800; 1891-92, 71,000; 1892-93, 74,100; 1893-94, 76,700; 1894-95, 83,400; 1895-96, 88,850; 1896-97, 93,760.—I am, Sir, yours faithfully, George J. Goschen."

The President of the Chamber (Mr. F. C. Danson) said they were very much indebted to the First Lord of the Admiralty for taking the trouble to reply to their resolution, but in reference to Mr. Goschen's figures, they only seemed to bear out what Lord Charles Beresford had said. They were well aware that the *personnel* of the Navy had been increased, and very materially increased, but that did not at all satisfy them that it was large enough even yet, and if Lord Charles Beresford's figures and statements were borne out, then a case had been made out for the most anxious consideration of Her Majesty's Government and the country generally. The letter would be referred to a committee, and a reply forwarded to Mr. Goschen in due course.

Colonel Morrison said the unusual nature of the First Lord of the Admiralty's reply appeared to him to indicate that their resolution had gone home to Her Majesty's Government, and had at all events challenged a greater degree of attention on their part than representations of the character usually received. He hoped the Chamber would not be in the least deterred by the slightly sarcastic character of Mr. Goschen's remarks, but that it would peg away at this subject, and that other Chambers throughout the Kingdom would do the same.

The President assured the meeting that the matter would certainly not be lost sight of, but would be further considered in committee.

A MANILA PLOT OF THREE CENTURIES AGO.

HOW THE PHILIPPINES ESCAPED A JAPANESE INVASION.

The *Matsuchi* prints an interesting account of the career of Harada Magohichiro, who about three centuries ago plotted to annex the Philippines to Japan. The early life and career in Japan of this warrior are shrouded in the mists of tradition, and the *Matsuchi* simply states that he was one of those bold adventurers who, becoming weary of internecine troubles, left the country at the beginning of the *Tensho* era (1573-1591, A.D.) In time, Harada arrived at Manila, where he stayed for some years, making himself thoroughly acquainted with the place and its inhabitants; He was convinced that the despatch of Jesuit missionaries by Spain to the Philippines was with the object of subsequently annexing the islands, and that, unless the idea could be summarily checked, Japan might be placed in jeopardy. His experience of the world told him that Japan should anticipate Spain and prevent her gaining possession of the Philippines. With that purpose in view, Harada returned to Japan and laid his project before Hideyoshi, then at the zenith of his fame and power. Harada represented to Hideyoshi that the latter should despatch a message to the Governor of Luzon, urging him to pay homage to Hideyoshi and bring tribute. Harada's idea was to provoke the Governor of Luzon and then to send an expedition to the South on the plea of the Spaniard's discourtesy. This proposal was highly acceptable to the ambitious Hideyoshi, and he wrote a letter, which Harada charged his nephew to carry to Luzon. The letter was drawn up in haughty language, and the Governor despatched Father Fanzobo (?) to Japan to return an answer to it. When the messenger arrived Hideyoshi was in Nagoya, Hisen, actively directing the expedition against Korea. Harada accompanied the messenger to Nagoya, where the latter submitted the letter and presented the tribute sent by the Governor. The messenger represented at the same time that he was sent by the Governor to ascertain the authenticity of the letter from Japan. The statements of the messenger were somewhat ambiguous, but Hideyoshi, absorbed in the Korean affair, had no leisure to attend to the matter. Harada was highly rewarded by Hideyoshi for this service, and was sworn into the group of his immediate retainers and received a fief of 500 *koku* of rice. But Harada's ambition did not lie in that direction, he was impatient to obtain a definite answer from the Governor. In 1593 Harada set out for Luzon, but upon his arrival at Manila was highly disappointed at finding that the returning Embassy had been shipwrecked and drowned, so that Hideyoshi's second letter had not reached the Governor. This was a great blow to Harada's project. But he did not despair. After remaining awhile in Manila, an ingenious idea occurred to him: He represented to the Chief of the Jesuit Mission the advisability of sending missionaries to Japan, where, he promised, they would meet with a warm reception. The chief was delighted at this, and after consulting with the Governor determined to despatch two priests, Gonzales and Baptiste. These men, in company with Harada, arrived at Nagoya and were seen by Hideyoshi. After a short stay, Gonzales left Japan, and in 1595 Baptiste was joined by four of his brethren from Manila, and the five were allowed to engage in the work of evangelization. In the meanwhile rumours began to circulate that the Jesuit priests while pretending to spread the Gospel were really intent on extending the domains of Spain. Whether this rumour originated from Harada, or whether Hideyoshi really believed in it, history does not relate, but from that time onward the Taiko manifested distrust of the priests, whom he caused, at the instigation of Harada we are told, to be put to death. Hideyoshi then promised to follow the advice of his councillor and fit out an expedition to take Luzon, but before he could carry out this ambitious project he was taken ill and died. Thus Luzon was saved from the misery that overtook Korea.—*Japan Mail.*

THE HONGKONG JOCKEY CLUB.

The following is the report to be presented at the annual meeting of the Jockey Club on Friday, the 2nd proximo:—

The Stewards beg herewith to submit to the members the Treasurer's accounts, which they consider to be satisfactory.

In accordance with the resolution passed at the meeting of 1895, a contract has been made for the erection of permanent brick stables in the Enclosure in lieu of the temporary matsheds. Good progress has been made with this work, which will be completed by about the end of the year.

Gymkhanas, managed by the Gymkhana Committee, and under the auspices of the Jockey Club, have been held on the racecourse. Considerable interest has been manifested in them, and they have proved a distinct boon to the community.

The wet weather at this year's meeting caused the course to be considerably cut up; but it has been carefully looked after, and is now in capital condition.

The roof of the Grand Stand suffered some damage from the typhoon in July, which, however, it was found possible to repair at very small cost.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 28th September, 1896.

THE STONE CHIPPING CASE.

At the Police Court yesterday, as stated in a paragraph in our last issue, A Hok, a contractor in the employ of the Public Works Department, who appeared before the Magistrate last Saturday but was allowed to go scot-free, was again summoned for dressing or causing to be dressed granite within the city of Victoria when such dressing could have been executed at the quarry without rendering the granite liable to injury during transport to the place where it was required for use. The summons was taken out at the instance of Mr. A. G. Morris, of 69, Wyndham Street. Mr. Dennys represented the defendant.

Mr. A. G. Morris said—I live at 69, Wyndham Street. On Saturday, the 26th inst., I was disturbed by stone breaking and stone chipping which commenced at seven o'clock in the morning in Arbuthnot Road, opposite my house. The noise irritated and upset me. I charged the defendant's workmen with causing this nuisance. The nuisance is still going on, and although the bulk of the rough stones were removed to the Police compound on Saturday the workmen are working on the wall immediately above the road, so that the nuisance is as great as ever to me. In answer to the Magistrate witness said—I have shipped stones in large quantities for the Manila Government. They have been rough-punched and fine-punched and many of the coping stones weighed three tons. All were dressed at various quarries in the colony. I received very few complaints and those were about the "pitchers." The facing on both sides was fine-picked. I shipped about 10,000 tons. The granite the men were working at on the 26th was as rough as when taken from the quarry. On Saturday afternoon I went with Mr. Danby and picked up some of the chips that had been cut off I went to the police station and saw Inspector Witchell, who, however, could not leave the station, and P.C. Gilmore accompanied me to the spot and picked up more stones.

The witness was not cross-examined.

Mr. Thomas Arnold gave corroborative evidence. He added that the nuisance had been intensified during the last four or five days; it was positively unbearable.

Mr. T. I. Rose, who lives at 57, Wyndham Street, and P.C. Gilmore also gave evidence, the latter producing stone chippings which he had picked up. Five blocks appeared to have been dressed elsewhere.

In answer to Mr. Dennys, Gilmore said there were no chips alongside these blocks.

Mr. William Danby, said:—I am a civil engineer and have been upwards of twenty years in the colony. I have experience in the working of granite and the government regulations with reference to the working of granite. On Saturday afternoon last, at 2.30, I went with Mr. Morris to inspect the work being done on the new steps in Arbuthnot Road. I found a very large quantity of granite, fine-punched, rough-punched, and stonemason's dressing of the stones. There was also a very large number of stones just as they were cut from the quarry. On the East side of the road these stones measured from about 2 ft. 6 in. to 3 ft. in length, and from about 10 in. to 14 in. square. There were nine such stones on that side interspersed with other stones which had been touched. Those nine stones had no marks on them except the of wedges. On the West side I counted thirty-three stones that had not been touched with a tool or chisel and on the top of the wall there were six more rough stones, of about the same size—a total of forty-eight rough stones brought over from the Quarry. There were fourteen masons dressing stones, several of whom were dressing the rough stones. The stones which the men were working upon I did not count. Several of the stones had been worked out for trimming. I measured several of them. The lines showed that it was intended to cut off from 1 inch to 5 inches in depth. About 8.30 on Monday morning I visited the place again and I found that the rough stones had been taken to the top of an alley-way about five feet wide between the Superintendent's quarters and the new police quarters. I counted eighteen men at work upon them, and the noise was deafening, far more than on Saturday owing to the work being carried on in the narrow alley-way.

Witness then spoke of various buildings in the colony, the stones of which had been dressed at the quarry. All the Praya stones were dressed at the quarries.

Mr. Dennys, for the defence, first of all contended that the regulation published with the Ordinance was *ultra vires* as it did not refer to rough dressing, whereas the Ordinance did. Speaking to the facts he contend that it was always custom to dress stones on the spot.

Mr. Palmer, Civil Engineer, gave evidence for the defendant and said that granite dressed in the quarry and sent to Hongkong was liable to injury. He admitted that the stones could have been prepared at the quarry more than they were.

Mr. H. P. Tooker, Executive Engineer in the Public Works Department, said—There is nothing special in the way the work in Arbuthnot Road is being done, and there is no more noise there than on other jobs. During the seven years I have been here it has always been usual for Government stone work to be dressed on the spot; that applies not only to the defendant but to all Government contractors. If the stones in Arbuthnot Road had been dressed at the quarry they would have been most liable to injury in transport. I say that because they are dressed to a very fine edge, top and bottom. Their size renders them liable to be thrown about. On Saturday I instructed the contractor to take the rough stones in the police compound to be dressed. I did that at the request of Mr. Rose, but I cannot say the noise has diminished. A good deal of the stone of the Jubilee statue was injured and had to be re-dressed. In the base some granite was substituted. Mr. Morris was very lucky if he sent a large quantity of fine-dressed granite to Manila without its being injured.

By Mr. Morris—If I was doing this work I should not consider I was creating a nuisance or acting contrary to the regulations. I admit the stones might have been prepared to a certain extent at the quarries. The contractor would have to pay much more if the stone was prepared at the quarry. I consider any man lucky who sends stone from Hongkong to Manila without injuring it.

Mr. Dennys again addressed his Worship and submitted that the prosecution had not made out their case. There was no reason for suggesting that Mr. Palmer and Mr. Tooker were not telling the truth, and they both said the work was carried on in precisely the same way as such work had been carried on for many years past; and it would be most unfair if the Magistrate went out of his way to select this contractor—

The Magistrate—I did not select him.

Continuing, Mr. Dennys said the contractor was doing no more than anyone else in the colony and had caused only a necessary nuisance.

Mr. Morris replied to Mr. Dennys's legal point and said that Mr. Tooker had admitted the contractor would be put to extra expense if the stone was dressed at the quarry. If the public of Hongkong was to be put to inconvenience and annoyance because a contractor may lose a little money then the sooner the Ordinance was fully enforced the better. Many people had not the time or inclination to come forward—as he had that day, and mail day, too—and institute proceedings. The continuous ring of the punching went through his head, and it was not right that he and his neighbours should be punished because the contractor wanted to save some money.

The Magistrate—In the first place, as far as the legal aspect of the case goes, I have not the slightest hesitation in over-ruling Mr. Dennys's objection. Expert evidence has been given on both sides and as the experts have been diametrically opposed to each other I have no hesitation in disregarding the whole of it and acting from a common sense point of view. There seems to be no question that stone can be dressed up to a certain point at the quarry, and if it is not intended that stone shall be dressed away from the colony the whole of this Ordinance falls to the ground. The defendant will be fined ten dollars.

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Mirzapore*) 2nd prox.
Canadian (*Empress of China*) 4th prox.
Tacoma (*Olympia*) 4th prox.
American (*City of Peking*) 19th prox.

THE Canadian Pacific Railway Co.'s chartered steamer *Hupeh* left Astoria on the 28th inst. for Yokohama, Kobe, Nagasaki and Hongkong.

THE Canadian Pacific Railway Co.'s steamer *Empress of China* arrived at Kobe at 2 p.m. yesterday, and left again at midnight for this port.

THE China Mutual S. N. Co.'s steamer *Hyson*, from Glasgow and Liverpool, passed the Canal on the 25th inst., and may be considered due at Singapore on or about the 15th prox.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Haitan	steamer	from	Coast Ports.
Sadokuni Maru	"	"	Shanghai.
Manila	"	"	Singapore.
Tencr	"	"	Singapore.
Yungching	"	"	Shanghai.
Independent	"	"	Chefoo.
Douteros	"	"	Saigon.
Nanchang	"	"	Chefoo.
Haimun	"	"	Coast Ports.
Pakshan	"	"	Singapore.
City of Rio	"	"	America.
Rattler	gunboat	"	Macao.
L. Schaps	ship	"	Yokohama.

Aggregating 13,792 tons register.

DEPARTURES.

Tamsui	steamer	for	Canton.
Empress of Japan	"	"	Vancouver.
Coptic	"	"	America.
Sydney	"	"	Europe.
Whampoa	"	"	Canton.
Thales	"	"	Coast Ports.
Lyeemoon	"	"	Shanghai.
Ark	"	"	Hoihow.
Federation	"	"	Amoy.
Kwelyang	"	"	Tientsin.
Namoa	"	"	Swatow.
Sirathallan	"	"	Hongay.

Aggregating 17,512 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Hohenzollern	in	Kowloon	Dock.
Active	"	"	"
Britannic	"	"	"
White Cloud	"	"	"
Deucalion	"	"	"
W. F. Rotch	"	"	"
Yuensang	"	"	"
Haitan	"	"	"
John Bainey	"	Cosmopolitan	"
Gaelic	"	"	"

PASSED THE CANAL.

OUTWARD—1st September—*Howick Hall*. 8th September—*Antenor, Cam, Nailsr (?)*. 11th September—*Melbourne, Kinfauns*. 15th September—*Arwenley, Ceres*. 18th September—*Tokan, Khedive*. 21st September—*Ulysses*. 25th September—*Benledi, Glengyle, Hyson, Strathtay*. 29th September—*Benalder, Gerda, Myrmidon, Santa, Prussian, Agapanthus, Benglee*.

HOMEWARD—22nd September—*Borneo, Glenorgunshire, Strathnevis, Maria Richmers*. 25th September—*Marquis Bacquehem, Varna*.

Auction.

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Sell by

PUBLIC AUCTION,

Commencing from
MONDAY, the 5th day of October, 1896,
at 2.30 o'clock in the Afternoon at the Premises.

THE FOLLOWING
LEASEHOLD PROPERTIES,
Namely:—

INLAND LOTS Nos. 634 and 680 with the HOUSES thereon Nos. 74 to 94 SECOND STREET; Nos. 91 to 111 THIRD STREET; and Nos. 1 to 22 SHEUNG FUNG LANE.

Each House will be Sold as a separate Lot.

All the above Premises are held from the Crown for the respective terms of 999 Years granted by the Crown Leases of the Lots, and are to be Sold subject to the existing tenancies thereof, and to the payment of a proportionate part of the Crown Rents reserved and to the Covenants contained in the said Crown Leases.

Further Particulars may be had on application to the Undersigned, at whose Office a Sale Plan may be seen.

C. EWENS,
SOLICITOR FOR THE MORTGAGEE,
Hongkong.

Hongkong, 23rd September, 1896. [1491

Intimations.

CHINESE IMPERIAL GOVERNMENT
7 PER CENT. SILVER
LOAN OF 1886, E.

20TH HALF-YEARLY DRAWING.

INTEREST DUE and DRAWN BONDS of this LOAN will be PAYABLE at the OFFICES of the CORPORATION on and after the 30th September, 1896.

Lists of Drawn Bonds can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
T. JACKSON,
Chief Manager.

Hongkong, 20th September, 1896. [1526

SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.

SOCIÉTÉ ANONYME AU CAPITAL DE SIX MILLIONS.

REPAYMENT OF ISSUE OF 6,000 DEBENTURES OF $100 EACH.

BEARERS of the above-named BONDS are hereby notified that on presentation of the same at the OFFICES of the BANQUE DE L'INDO-CHINE on or after the due date, the 30th September, 1896, they will be Paid, together with the Interest due to that date.

Hongkong, 24th September, 1896. [1493

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently an INTERIM DIVIDEND of 3 PER CENT. was DECLARED on the COMPANY'S PREFERENCE SHARES for the SIX MONTHS ending 30th June, this being at the rate of 6 PER CENT. PER ANNUM.

The DIVIDEND WARRANTS will be ready on the 1st October.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant till the 1st October, inclusive.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 11th September, 1896. [1427

HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING of the HONGKONG JOCKEY CLUB will be held in the CITY HALL on FRIDAY, the 2nd October proximo, at 5 P.M.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 18th September, 1896. [1472

THE HONGKONG JOCKEY CLUB.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the MEMBERS of THE HONGKONG JOCKEY CLUB convened in accordance with Rule 31 of the Rules of the Club will be held at the CITY HALL, on FRIDAY next, the 2nd day of October, 1896, at 4.30 P.M., for the purpose of considering and if thought fit altering Rule 9 of the Rules of the Club by expunging the words "not being Officers of the Army or Navy" where such words occur in Rule 9.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 25th September, 1896.

P.S.—Should the above resolution be passed it will be submitted for confirmation at a Second Extraordinary General Meeting which will be subsequently convened under and in accordance with Rule 32 of the Rules of the Club. [1505

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Twenty-Third Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 4, The Praya, Hongkong, on Thursday, the 8th October, 1896, at Noon, for the purpose of Receiving the Report of the Directors, together with Statement of Accounts for the year 1895, and for the half-year ending the 30th June, 1896, and of Declaring Dividends.

The Transfer Books of the Society will be Closed from the 29th September to the 8th October, both days inclusive.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, 19th September, 1896. [1463

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (Noon), on MONDAY, the 19th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th October, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

CANTON INSURANCE OFFICE, LIMITED.
Hongkong, 25th September, 1896. [1506

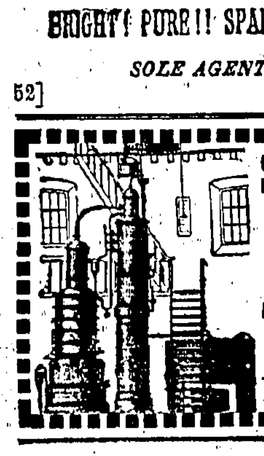
Intimations.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bittered with Hops only.

SOLE AGENTS:— WATKINS & CO., HONGKONG.

52]



SETTING UP OF DISTILLERIES

Rice — Corn — Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories — Preserves Factories

Laboratories of Druggists — Essences Factories

STEAM KITCHENS

EGROT & GRANGÉ, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong

NOTICE.

MESSRS. JOHNSON, STOKES and MASTER have REMOVED their OFFICES to No. 12, QUEEN'S ROAD CENTRAL 1st FLOOR (over Messrs. GANDE, PRICE & Co.'s Offices).

ENTRANCE FROM THE LANE.

Hongkong, 25th September, 1896. [1499

FIELD TAXIDERMY!

A PRACTICAL TAXIDERMIST will give a course of SIX LESSONS in SKINNING BIRDS and MAMMALS, provided a sufficient number join.

FEE FOR COURSE—$5.00.

Apply to

"SKINS,"

c/o *Hongkong Telegraph* Office.

Hongkong, 25th September, 1896. [1503

NOTICE.

TYPE-WRITING TAUGHT in SIX LESSONS.

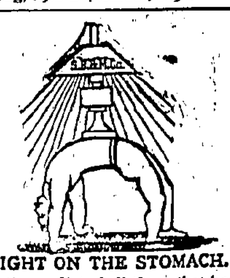
FEE—$5.00.

Apply to

"TYPE,"

c/o *Hongkong Telegraph* Office.

Hongkong, 25th September, 1896. [1504



LIGHT ON THE STOMACH.

Such is the verdict of all those that have tried SEATTLE BREWING AND MALTING CO.'S product. Some beers lie heavy on the stomach. That is certainly not desirable. Avoid such beers. By using the "RAINIER" brand you are sure of a mild, light beer, one that is easy to digest and nutritious.

F. BISHOP,
Acting Manager.

OFFICE:—ICE HOUSE LANE.

Hongkong, 28th September, 1896. [1521

WHYTE & MACKAY

"DOUBLE LION BRAND"

SPECIAL

SELECTED HIGHLAND

WHISKY.

PURE, MILD AND VERY CHEAP.

Sole Agents in Hongkong:—

ROBERT JACK & Co.,
Pottinger Street.

Hongkong, 24th September, 1896. [1497

Shipping.

STEAMERS.

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"TELENA,"

Captain Scott, will be despatched as above on THURSDAY, the 8th October.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 23rd September, 1896. [1487

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ASLOUN,"

Captain J. Murray, will be despatched for the above Port on MONDAY, the 12th October.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th September, 1896. [1508

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Moore, will be despatched on FRIDAY, the 2nd October, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th September, 1896. [1495

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

Altmore.....	Thursday...	15th October.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE"

will be despatched hence for VICTORIA, (B.C.), and PORTLAND, OREGON, *via* KOBE and YOKOHAMA, on THURSDAY, the 15th October.

Consular Invoices of Goods for United States Ports should be in QUADRUPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th September, 1896 [1509



NIPPON YUSEN KAISHA.

JAPAN—AUSTRALIAN LINE.
(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU,"

Captain James Jones, will be despatched for the above Ports on SATURDAY, the 17th October, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 24th September, 1896. [1496

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Castilux*.....	To JAVA.....	October.
S.S. *Federation* ...	To JAVA.....	Nov.
S.S. *Germania*.....	To JAVA.....	Dec.
S.S. *Federation* ...	To JAPAN ...	October.
S.S. *Germania*.....	To JAPAN ...	Nov.
S.S. *Castilux*.....	To JAPAN ...	Dec.

General Agents for China & Japan,
LAUTS, WEGENER & Co.

Hongkong, 22nd September, 1896. [1447

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILOONG,"

Captain Davis, will be despatched for the above Port TO-MORROW, the 1st October, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 30th September, 1896. [1525

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION,"

Captain Branch, will be despatched as above TO-MORROW, the 1st October, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th September, 1896. [1514

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD,

ALSO

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"

Captain Mancini, will be despatched as above on SATURDAY, the 3rd October, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 28th September, 1896. [1520

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain G. Payne, will be despatched as above on SATURDAY, the 3rd October, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th September, 1896. [1518

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above on MONDAY, the 5th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th September, 1896. [1459

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAMBURG AND BREMEN.

THE Company's Steamship

"ELISABETH RICKMERS,"

Captain Andersen, will be despatched as above on TUESDAY, the 6th October.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 23rd September, 1896. [1486

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"NINGCHOW,"

E. Warrall, Commander, will be despatched as above on or about the 7th October.

To be followed promptly by the S.S. *Pingsuey*.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 28th September, 1896. [1523

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"KAISOW,"

E. Warrall, Commander, will be despatched as above on or about the 12th October.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 29th September, 1896. [1527

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. L. I. American Ship

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 5th August, 1896. [1056

FOR NEW YORK.

THE 3/3 A 1 I American Ship

"SAINT MARK,"

Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 28th August, 1896. [1517

FOR SAN FRANCISCO.

THE Ac. I. British Bark

"CASABLANCA,"

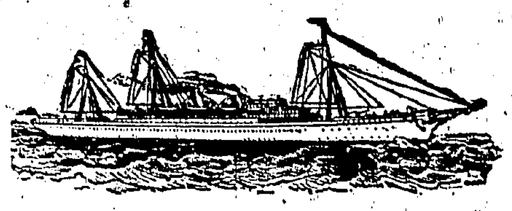
Cauley, Master, will load here for the above Port, and will have quick despatch.

For Freight, &c., apply to
SHEWAN, TOMES & Co.

Hongkong, 4th September, 1896. [1442

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 30th September, 1896. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea & Yokohama).....	Wednesday, 4th Nov., at Noon.
Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Saturday, 21st Nov., at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Tuesday, 8th Dec., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 4th November, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th September, 1896. [2

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [49

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)...	Thursday, 8th Oct., at Noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 27th Oct., at Noon.
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 12th Nov., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 8th October, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at this Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th September, 1896. [1

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES,

SANITARY SOFT SOAP.



DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1896. [6

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria	3,167	Thursday ..	Oct. 1.
Olympia	2,608	Friday	Oct. 9.
Columbia.....	2,601	Tuesday ...	Oct. 27.
Tacoma	2,549	Tuesday ...	Nov. 17.
Victoria	3,167	Tuesday ...	Dec. 8.
Olympia	2,608	Tuesday ...	Dec. 29.

THE Steamship

"VICTORIA,"

Captain A. Gove, sailing at Daylight, on THURSDAY, the 1st October, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), *via* AMOY, FOOCHOW, SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 28th September, 1896. 4



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"ROHILLA,"

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 8th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 24th September, 1896. [431

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ...	Tuesday...	13th Oct.
Preussen	Tuesday...	10th Nov.
Sachsen	Tuesday...	8th Dec.
Bayern	Tuesday...	5th Jan.
Prinz Heinrich ...	Tuesday...	2nd Feb.
Preussen	Tuesday...	2nd March.

ON TUESDAY, the 13th day of October, 1896, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Cuppers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 10th Oct. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 12th Oct., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 12th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th September, 1896. [1447

Printed and Published by CHESNEY DUNCAN at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.